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## FIRST SECTION OF MOSCOW SUBWAY'S GREAT CIRCLE NEARS COMPLETION

Mumbers in parentheses refer to the appended list of sources.

The 29 stations of the Moscow subway system at present handle from 2,000 to 2,200 trains per day, carrying 1.6 million passengers (1). Now under construction is the subway's fourth line, or Great Circle, which when completed will be a circle roughly corresponding to the Sadovaya Ring of Moscow and partly going outside of the limits of this ring (2).

The Great Circle, which will unite 17 rayons of Moscow City, will have a total length of 19.3 kilometers. It will run under Krymskaya Ploshchad', Kaluzhskaya Ploshchad', Serpukhovskaya Ploshchad', Faveletskiy Vokzal (railroad station), Taganskaya Ploshchad', Ploshchad' Kurskogo Vokzala (Kursk railroad station Ploshchad'), Komsomol'skaya Ploshchad', will intersect Pervaya Mishchanskaya Ulitsa and Novoslobodskaya Ulitsa, and will go further to Belorusskiy Vokzal, the Zoopark, Krasnaya Presnya, Kiyevskiy Vokzal (railroad station), and will complete the circuit at Krymskaya Ploshchad' (3).

It will have 12 stations: Kurskaya, Taganskaya, Paveletekaya, Serpukhovskaya, Kaluzhskaya, Tsentral'nyy park kul'tury i otdykha imeni Gor'kiy (TaPKiO imeni Cor'kiy), Kiyevskaya, Krasnopresnenskaya, Belcrusskaya, Movoslobodskaya, Botani-cheskaya, and Komsomol'skaya. Six of those stations -- Kurskaya, Paveletskaya, TsFX10 imeni Gor'kiy, Kiyevskaya, Belorusskaya, and Komscmol'skaya -- are located at existing stations of the same name and will be transfer points (2). The stations will have underground vestibules. Opening of service on the Great Circle will increase the number of passengers carried daily to almost three million (4).

Construction of the Great Circle is divided into two sections. The first runs from the Kurskaya station through the Taganskaya, Paveletskaya, Serpukhov-skaya, and Kaluzhskaya stations to the TsPKiO imeni Gor'kiy station. The other stations are on the second section. Construction of the first section is to be finished in the third quarter of 1949; the rest of the Circle is to be completed by 1952 (2).

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Standards station on the first secures to the start of the Great Circle (5). The surface vacaticals building for the station is located at the left wing of the Nursky Tokes on Farskey Cabboned' (6). Vail valilators have been installed (7). Passengery and Pohrovskiy indina (Treavilovo-Kiyevskiy Vokzal) can transfer to the level Circle at this station (6).

Next on the Circle section is the Tagenshija station. A traction substitute will be located here 19%. The section between the Tagenshaya and Enveloping stations was conscructed under difficult geologic conditions since the tube good under the bed of the Maskva blood and under the Volootvodnyy Kanal (10). Quicker and impeded the construction of Tagenshaya station.

The Paveletakeya station at Tatsopa (5) was finished 1 September and is ready to receive passengers (7). It serves as a transfer point to the Great Circle from the Gor'kovekiy radius (Automobile Plant imeni Stalin-Sokol) (5). There is a connecting apur from the Novokucnetakeya station to Paveletakeya (7).

After Paveletakaya station is Sarjukhovckaya station, followed by Kaluzhekaya station at Kaluzhekaya Ploshch. 1' (5). Valuzhekaya station has a traction substation (9).

Last station of the first section is the Tsentral'nyy park kul'tury 1 otdykna imeni Gor'kiy (TsPK10 imeni Gor'kiy) station (5). The vestibule of this station is located at the corner of Ulitsa Chudkova and Zubovskiy Bul'var. The vestibule is 20 meters high, and its interior consists of a ticket window and escalator rooms, in which five escalators will be installed to link it with the underground part of the station (11). The station will serve as a transfer point to and from the Sokol'niki redius (Sokol'niki-TsFK10 imeni Gor'kiy) (8).

Laying of track on the first section has not been finished on time, most of the delay being in the left tunnel between the Taganskaya and Paveletskaya stations and between the Serpukhovskaya and Kaluzhskaya stations. Switch crossover assembly is lagging, with only three out of the 12 completed on the first section. Installation of the third rail is also behind schedule (12).

Kurskaya, Paveletskaya, and Serpukhovskaya stations have been completed. Assembly of automatic blocking and communications is progressing; two of four block post which have special instruments and apparatus for automatic control of switch and signals in the tunnels, have been installed (10). The Cheboksary Plant c. the Ministry of Electrical Industry USSR is lagging with the delivery of generators for traction substations (13). The traction substations will be controlled automatically from a dispatching point (14). The subway will use transformers and mercury-vapor rectifiers (15)

Escalators for the stations were made in Moscow and Moscow Oblast. So fax, the first section has received 50 worm reducers, 11,000 step assemblies, and 9,000 meters of traction chains for the escalators (16).

A subway car depot is being built 3 kilometers from the Emmylovskaya subway station. The depot will have two large buildings with a third building in the woods. Construction of the depot should be completed in November 1949 along with the first section of the Great Circle. The Serebryanka River runs between the depot and the entrance to the subway tunnel. Track laying between the tunnel entrance and the depot is being done by the Administration of Construction and Reconstruction of the Moscow-Kursk Pailred System (17).

More than 1,400 qualified workers will be required to operate the first section of the Great Circle. Trains made up of Type G cars (1) equipped with electric brakes will be used. Those trains will be faster than those now in use (8). The cars are made by the Mytishchi Railroad Car-Building Plant (1).

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To travel over the first section of the Great Circle will take 10 minutes. During rush hours trains will run at intervals of 3-3.5 minutes (8).

Some workers of the 21... section construction project have seen transferred to cutting tunnels for the Komsomol'shaya, Botanicheshaya, Novoelobodshaya, and Belorusshaya stations and the sectors between them, on the second scotion of the Great Circle (3).

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